

vessel in the marina, a 40-foot sailing yacht named, *Endeavour*, was moored about 100 metres off shore, facing the open harbour and taking all that nature could throw. It had even started to become the object of attention of many townsfolk. As the winds became more intense, speculations began to rise as to how long she could endure this torment.

It was shortly after noon when the members, passing by the marina, noticed that the vessel had moved closer to shore, and that in fact, it was just metres from hitting large rocks protecting a small bridge which joined an island to the town. The yacht was dragging her mooring and soon, she struck bottom. The owner and two other townsmen arrived on the scene and assessed the situation. There was the slim possibility the vessel could be saved, if a line could be put ashore and secured to pilings along the roadway. Realizing that help was needed, the two Special "O" members immediately advised other team members of the matter, and went to help.

The owner rushed into the surf, scrambled aboard the vessel and cut *Endeavour* free

from the mooring line. He then secured a line to a cleat on the port side and tossed the line to the waiting members on the beach. With the assistance of the two other men, the vessel was slowly towed away from the rocks, toward a small sandy beach where she came to rest. Although she was still being pounded by the waves and wind, and was certainly not out of danger, *Endeavour* was now safe from the murderous rocks. The two members left the scene, wet from the spray and winds, but exhilarated by the feeling they had assisted a person in need and saved a vessel from becoming another naval disaster.

At 2 o'clock that afternoon, a small Cape Island boat owned and operated by Mr. Steve Moody, arrived at the scene to tow the yacht (apparently not damaged seriously by her ordeal) to safety.

Because of the covert nature of the work performed by members in Special "O" Section, the owner of the vessel and residents of this small town were never aware that two members of the RCMP had taken the time to assist them in their time of need.

**LONG SERVICE AWARDS CEREMONY, FEBRUARY 15, 1996. (L-R) Seated:** D/Commr. M. Badour, A/Commr. R.F. Falkingham, Supt. R.J. Watson. **Standing:** Cst. V.P. Sheehy (BCS), Cst.



R.W. Robinson (OCC), Cpl. L.G. Kucey (BCS), Cst. P.L. Ryan (OCC), Sgt. H.F. Jones (SCS), C/M H.L. Macey (MP20), Cpl. R.C. Toner (SCS), Cpl. A.J. McCormack (BCS), Cpl. B.D. McCourt (BCS), Cpl. J.P. Oster (BCS), Cpl. B.J. Mellish (BCS), Sgt. T.P. Sharkey (BCS), Cpl. R.E. Waite (BCS), Sgt. A.D. Squires (SCS), Sgt. S.D. Craig (BCS), Sgt. P.W. Pitts (BCS), S/Sgt. R.J. Nause (BCS), Cpl. G. Hilton (BCS), Cpl. T.J. MacDonald (BCS), Cpl. D.R. Calnen (BCS), Mr. G. Dawe (COL), Sgt. W.E. Dickie (BCS), Sgt. R.B. Saulnier (BCS), S/Sgt. P.J. Glencross (SCS), S/Sgt. M.J. Ennis (SCS).

Legend: Silver Clasp and Stars (SCS); Bronze Clasp and Star (BCS); RCMP Medallion and Pin (MP20); Officer Commanding Commendation (OCC); Commanding Officer's Letter of Appreciation (COL)



D/Commr. Mireille Badour visited "H" Division in February and assisted during the long service awards presentation. A/Commr. Falkingham presented her with a stained glass replica of the Blue Nose, on behalf of "H" Division, prior to her retirement.